

Bundesamt für Zivilluftfahrt (BAZL) Office fédéral de l'aviation civile (OFAC) Ufficio federale dell'aviazione civile (UFAC) Federal Office for Civil Aviation (FOCA) Maulbeerstrasse 9 CH-3003 Berne Switzerland	Lufttüchtigkeitsanweisung (LTA) Consigne de Navigabilité (CN) Prescrizione di Aeronavigabilità (PA) Airworthiness Directive (AD)	FOCA AD HB-2005-080
Inkraftsetzung Mise en vigueur Entrata in vigore Effective Date 02 March 2005	PILATUS – PC-6 FOCA TC/TCDS No: F56-10 ATA 53 – FUSELAGE	

Issue date: 23 February 2005

Subject: STABILIZER-TRIM ATTACHMENT COMPONENTS – Inspection / Replacement

Superseded/Revised ADs: Not applicable

1. APPLICABILITY:

PILATUS AIRCRAFT LTD.

All Model PC-6 Series airplanes.

2. REASON:

This Airworthiness Directive (AD) is prompted by an occurrence where a PC-6 airplane had to make an emergency landing outside the airport after the lower attachment bracket of the horizontal stabilizer actuator had broken. This type of failure could result in loss of control of the airplane.

In order to correct the condition described, this AD requires the identification, inspection and the replacement of certain components of the stabilizer-trim attachment.

3. COMPLIANCE / ACTION:

Required as indicated below, unless already accomplished:

Within at the next 100 hour inspection or three calendar months after the effective date of this AD:

3.1. INSPECTION / REPLACEMENT

3.1.1. Perform an inspection for crack damage in the applicable stabilizer-trim attachment and structural components. No cracks are permitted.

3.1.2. If during the inspection required by paragraph 3.1.1 cracks are found, prior to further flight, replace any crack damaged components.

X 3.1.3. Replace any Fairchild type connecting pieces Part Number (P/N) 6232.0026.xx installed in (CONFIG 2) aircraft with PILATUS type connecting pieces without inspection.

Note:


The P/N of PILATUS and Fairchild type connecting pieces P/N 6232.0026 and the bearing supports 6304.0023 usually have more than eight numbers. The last one or two digits of the part numbers can be different from item to item.

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DEPT OF TRANSPORTATION
DOCKETS

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4. PARTS INSTALLATION:

As of the effective date of this AD, no person shall install:

- 4.1. Any Fairchild type connecting pieces P/N 6232.0026.xx.
- 4.2. Any horizontal stabilizer held as spare unless it has been identified, inspected and cracked components have been replaced in accordance with paragraph 4 of PILATUS PC-6 Service Bulletin No. 53-001.

5. REF. PUBLICATIONS:

The actions required by this AD shall be done in accordance with the manufacturer's documentation listed in this paragraph, and/or later revisions approved by the Swiss Federal Office for Civil Aviation (FOCA):

Manufacturer's Documentation

- PILATUS PC-6 Service Bulletin No. 53-001, dated 16 February 2005

The applicable manufacturer's documentation may be obtained directly from:

PILATUS AIRCRAFT LTD.
CH-6371 STANS, Switzerland
CUSTOMER LIASON MANAGER

TEL No.: +41 41 619 6580
FAX No.: +41 41 619 6576
Email: fodermatt@pilatus-aircraft.com

6. FOR FURTHER INFORMATION CONTACT:

FEDERAL OFFICE FOR CIVIL AVIATION (FOCA)

Design and Production (STEH)

Maulbeerstrasse 9

CH-3003 Berne, Switzerland

FAX No.: +41 31 325 9324 (or)

FAX No.: +41 31 322 5918

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FAA MCAI INFORMATION FORM

To: Federal Aviation Administration, USA

Aircraft Certification Service
Federal Aviation Administration

In support of the FAA's actions to address your country's mandatory continued airworthiness information (MCAI) in the United States, please provide the items highlighted below, if not contained in the referenced airworthiness directive (AD) or service information.

<u>Aircraft Manufacturer/Model</u>	<u>ECAA AD/Revision No./Date</u>	<u>Service Bulletin/Revision No./Date</u>
Pilatus PC-6 all models	FOCA AD HB-2005-080	SB 53-001

1. Describe the unsafe condition, AND its root cause. Include description of how the problem could affect the safe operation of the airplane.

It is possible for cracks to occur in the stabilizer-trim attachment and surrounding structural components of PC-6 aircraft. If undetected, cracks may lead to the structural failure of the stabilizer-trim attachment and potentially reduce the control of the airplane.

2. Provide the number and description of occurrences which prompted the AD.

2 occurrences of total failure of the stabilizer-trim attachment have been reported on aircraft in-service.

3. What is the compliance time and consequences if extended? What would be considered an appropriate grace period for compliance?

The inspection and replacement of parts is to be done at the next 100 hour inspection or three calendar months after the effective date of FOCA AD HB-2005-080.

If extended, cracks could be undetected and lead to structural failure.

4. Cost of parts and/or installation workhours for the owner/operator (data from the manufacturer and their supplier, if applicable)

The total workhours for the inspection and replacement of parts if necessary is:

Configuration 1 (aircraft with electrical horizontal-stabilizer control-systems):	8.5
Configuration 2 (aircraft with mechanical horizontal-stabilizer control-systems):	10.5

Cost for parts may vary from 0 to approx. 2000 US\$ if all parts must be replaced. Cost for the most affected bracket is approx. 200 US\$ and an entire frame costs approx. 1000 US\$

5. If parts are required, are they available for all aircraft?

Yes.

6. What category best describes the cause of the unsafe condition:

X Design Problem	... Quality Control Problem	... Operational
X Maintenance	... Unapproved Parts	... Other (Specify)

7. Should a ferry flight be permitted? If no, why not?

X Yes No

Remark: Ferry flight to perform inspection should be allowed. However, if cracked or corroded parts are found, no further flight shall be permitted.

8. *Number of aircraft affected, by model designation and serial number (U.S. registered and worldwide)*

approx. 260 aircraft worldwide – 27 of which carry US registration.

9. *Is further action anticipated to be necessary to correct this unsafe condition? If so, please provide description and recommended compliance time.*

No

10. *Other:*

None